

2nd ALTERNATE BODY – LEGISTAR 34016

DRAFTER'S ANALYSIS: This 2nd Alternate/fourth version of the TNC ordinance is at the recommendation of the Traffic and Parking Commission and their subcommittee meetings. This version requires TNC's to provide 24/7 service throughout the City beginning in the first year of licensure and does not allow TNC's to refuse service or decline rides unless the passenger is abusive, etc. This ordinance allows TNC vehicle inspections to be done by a mechanic approved by Traffic Engineering (no on-site mechanic required). In addition this ordinance enables TNC's to use GPS to calculate rates. No surge ("dynamic") pricing would be allowed. Insurance requirements would be one million dollars when a ride has been accepted. Prior to a ride being accepted the requirements would be \$100,000/person up to a maximum of \$300,000/accident, and \$25,000 for property damage. Permitting fees would be the same as taxicabs. Lastly, this ordinance would allow TNC's to not have uniform color schemes on their vehicles, but a decal approved by the City.

The Common Council of the City of Madison do hereby ordain as follows:

1. Paragraph 2. of Subdivision (a) of Subsection (2) entitled "License Required" of Section 11.06 entitled "Licensing and Regulating Public Passenger Vehicles, For Hire" of the Madison General Ordinances is amended to read as follows:

"2. Transportation of passengers for hire shall include taking any tip, donation or gratuity for the service, regardless of whether an actual quoted fare is paid."

2. Subsection (3) entitled "Definitions" of Section 11.06 entitled "Licensing and Regulating Public Passenger Vehicles, For Hire" of the Madison General Ordinances is amended by creating and amending therein the following:

"Global Positioning System" or "GPS" shall mean a navigational system using satellite signals to fix the location of a radio receiver on or above the earth's surface.

"Public passenger vehicle" shall mean any ~~self-propelled~~ vehicle, including but not limited to, a taxicab, transportation network vehicle, airport shuttle vehicle, horse-drawn vehicle, specialized transportation vehicle, pedal-cab, commercial quadricycle pedal-cab, or horse-drawn vehicle which is used for the transportation of passengers for hire, excepting: 1) those operated on fixed routes pursuant to authority granted by the City, State or Federal Government; 2) such vehicles as are rented to be driven by the renter or her/his agent, commonly known as rent-a-cars; 3) vehicles operated solely as funeral cars; 4) carpools; 5) amphibious motor vehicles properly registered and licensed by the Wisconsin Department of Transportation as motor buses and operating on the highway upon routes between lake access points; and 6) hotel shuttle vehicles.

"Transportation Network Company" or "TNC" shall mean any company or organization that provides transportation services using only an online-enabled platform to connect passengers with drivers using their personal vehicles."

3. The Subdivision lettering of Subsection (3) entitled "Definitions" of Section 11.06 entitled "Licensing and Regulating Public Passenger Vehicles, for Hire" of the Madison General Ordinance is hereby deleted.

4. The Table of Subdivision (a) of Subsection (4) entitled "Licensing of Public Passenger Services" of Section 11.06 entitled "Licensing and Regulating Public Passenger Vehicles, for Hire" of the Madison General Ordinances is amended by creating therein the following:

"Type of Service	Initial license – 1 year	Initial License – 2 years	Renewal- 2 years
<u>Transportation Network Company</u>	<u>\$1,200</u>	<u>\$2,075/license</u>	<u>\$1,750/license"</u>

5. The Table of Subdivision (a) entitled "Public Passenger Vehicle Permit Fees" of Subsection (5) entitled "Licensing of Public Passenger Vehicles" of Section 11.06 entitled "Licensing and Regulating Public Passenger Vehicles, for Hire" of the Madison General Ordinances is amended by creating therein the following:

<u>"Transportation Network Vehicle</u>	<u>\$65/vehicle/year"</u>
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6. Subdivision (a) entitled "Hours Service to be Provided" of Subsection (7) entitled "Operating Requirements" of Section 11.06 entitled "Licensing and Regulating Public Passenger Vehicles, for Hire" of the Madison General Ordinances is amended to read as follows:

- (a) Hours Service to be Provided. It shall be a condition of any meter or zone taxicab service or transportation network company operating license granted hereunder that the licensee shall furnish adequate twenty-four (24) hour taxicab service throughout the City of Madison and shall provide a twenty-four (24) hour telephone number. It shall also be a condition of any meter or zone taxicab service operating license granted hereunder that the licensee shall furnish adequate twenty-four (24) hour accessible taxicab service, i.e. public passenger vehicle for hire service using an accessible vehicle, throughout the City of Madison. The licensee's accessible taxicab service obligations may be fulfilled directly by providing an accessible vehicle in its regular operating fleet or by contracting with another licensed operator to provide it. In all cases the licensee shall remain responsible for compliance with all applicable rules of operation and other applicable ordinance requirements under this Chapter. Conditions of horse-drawn vehicle operating licenses, pedal-cab vehicle operating licenses, and commercial quadricycle operating licenses are contained in Subdivisions (i), (j) and (k), respectively, below.

Unsafe Weather Conditions. A metered or zoned taxicab licensee is not required to provide twenty-four (24) hour taxicab or accessible taxicab service when Madison Metro Transit has suspended bus operations for unsafe weather conditions, upon being notified by the Division of Traffic Engineering via FAX, e-mail or telephone. The notification shall include the start and end dates and times of Metro's suspension of service, if known. If an end time is not stated, Division of Traffic Engineering will notify the licensee when Metro has resumed service via FAX, email or telephone. The licensee must resume complete, twenty-four (24) hour service by the stated end time or upon notification from the Division of Traffic Engineering that Metro has resumed service. During hours when Metro does not offer service, the City Traffic Engineer or designee may declare a "weather emergency" for purposes of suspension of taxicab service and notify licensees using the methods above."

7. New Subdivision (b) entitled "Special Operating Requirements for Transportation Network Companies" of Subsection (7) entitled "Operating Requirements" of Section 11.06 entitled "Licensing and Regulating Public Passenger Vehicles, for Hire" of the Madison General Ordinances is created to read as follows:

- "(b) Special Operating Requirements for Transportation Network Companies. It shall be a condition of any Transportation Network Company operating license granted hereunder that the licensee shall meet the following requirements.

1. Maintain a business office in the City of Madison that shall be open and personally staffed by an employee of the TNC on all business days between the hours of 9 a.m. and 5 p.m., excluding City recognized holidays.
2. Maintain a toll-free business telephone number or electronic communication service that is answered during all hours TNC drivers are operating.

3. Shall have a local mailing address and email address where the TNC staff will accept mail.
4. Shall maintain all records that this chapter requires the TNC to maintain including copies of for-hire drivers licenses and TNC vehicle endorsements (if applicable) of TNC drivers, lists of all TNC drivers and their affiliated vehicles, new driver training records, vehicle insurance policies, vehicle registrations, and passenger complaint records. Records shall be retained by the licensee for a period of at least one (1) year, and shall be made available at any time for the inspections by the Chief of Police or designee or the City Traffic Engineer or designee. Records may be maintained electronically.
5. Shall provide a plan to the City Traffic Engineer on how passengers may recover lost items.
6. Shall provide service throughout the City of Madison.
7. One year from the effective date of this ordinance, the TNC shall submit to the City Traffic Engineer a report detailing all attempted rides not completed due to unavailable drivers. This report shall include the address from which each declined ride was solicited within a designated area to be determined by the City Traffic Engineer.
8. Drivers shall not accept payment of a fare or a gratuity directly. All payments shall be made electronically via the TNC's online-enabled platform.
9. The company shall ensure that TNC drivers do not pick up hails or otherwise solicit riders. Drivers shall only transport passengers who solicit rides via the online-enabled platform.
10. Shall require that passengers be able to view a picture of the driver and vehicle license plate number on their smart phone, tablet or other mobile device used to connect with the TNC dispatch application before the trip is initiated.
11. No commercial advertisements, or lighting not installed by the original manufacturer shall be displayed on the exterior of any transportation network vehicle unless it is approved by the City Traffic Engineer.
12. Shall provide to the City a written or electronic version of a list of best practices developed with the City Traffic Engineer.
13. Shall provide to TNC drivers a written or electronic version of potential risks of driving for a TNC, provided by the City Traffic Engineer."

8. Current Subdivisions (b) through (n) of Subsection (7) entitled "Operating Requirements" of Section 11.06 entitled "Licensing and Regulating Public Passenger Vehicles, for Hire" of the Madison General Ordinances are hereby renumbered to Subdivisions (c) through (o), respectively.

9. Newly renumbered Subdivision (e) entitled "Daily Logs" of Subsection (7) entitled "Operating Requirements" of Section 11.06 entitled "Licensing and Regulating Public Passenger Vehicles, for Hire" of the Madison General Ordinances is amended to read as follows:

"(e) Daily Logs.

1. Every driver of a taxicab or transportation network company vehicle shall maintain daily logs current to the end of the last shift worked. The daily log shall contain the driver's name, permit number and vehicle identification number and shall clearly state the starting time and ending time of each rest period taken by the driver, and the starting and ending time of each period in which the driver is on duty.
2. Drivers shall file their daily log no later than seventy-two (72) hours after the completion of their work shift. Daily logs shall be kept on file in the office of the licensee and shall be retained by the licensee at least one (1) year.
3. Daily logs shall be made available at any time for inspection by the Chief of Police or designee or the City Traffic Engineer or designee.
4. Daily logs may be maintained electronically.

5. No driver may transport a passenger for hire without recording the transaction with the taxicab company or transportation network company
46. Pedal-cab, horse-drawn vehicle, low-speed vehicle and commercial quadricycle operators shall be exempt from this requirement.”

10. Newly renumbered Subdivision (f) entitled “Refusal to Carry Passengers Prohibited” of Subsection (7) entitled Operating Requirements” of Section 11.06 entitled “Licensing and Regulating Public Passenger Vehicles, for Hire” of the Madison General Ordinances is amended to read as follows:

- “1. Drivers may elect to charge estimated fares in advance for rides when a passenger or prospective passenger engages in any of the following activities:
- a. Is known to the driver as having refused to pay a fare after receiving taxicab or transportation network vehicle service.
 - b. Indicates that they may be unable or unwilling to pay the full fare.
 - c. Requests service by hailing the taxicab rather than contacting a dispatcher.
 - d. Indicates their destination is outside the City of Madison.
 - e. Changes their destination while en route or is unable to provide the driver with an exact destination.
 - f. Requests to make a stop before the final destination is reached.
 - g. Admits to being intoxicated or shows signs of intoxication.
 - h. Is placed in the taxicab or transportation network vehicle by a law enforcement officer.”

11. Subdivision (a) of Subsection (8) entitled “Financial Responsibility” of Section 11.06 entitled “Licensing and Regulating Public Passenger Vehicles, for Hire” of the Madison General Ordinances is amended to read as follows:

- “(a) It shall be unlawful to operate a ~~vehicle~~ meter or zone taxicab for the conveyance of passengers for hire or permit the same to be operated, nor shall any license be issued hereunder until and unless the applicant for license deposits with the City Clerk a policy or certificate of auto liability insurance for the vehicles for which licenses are sought. Auto liability insurance policies shall be issued by a company or companies authorized to do business in the State of Wisconsin and licensed by the State of Wisconsin Office of the Commissioner of Insurance. Coverage shall be provided for in the minimum amount of one million dollars (\$1,000,000) per accident. Each insurance policy shall contain a provision that the same may not be canceled before the expiration of its term except upon thirty (30) days written notice to the City Clerk, City of Madison, Wisconsin. Every day upon which any vehicle is operated for the conveyance of passengers for hire or when taxicab or cab or similar transportation is offered to the public without an insurance policy as required herein being in effect and on file with the City Clerk, City of Madison, shall be deemed a separate violation, and every person, firm, or corporation operating or permitting such operation shall be subject to a forfeiture of not more than two hundred dollars (\$200) for each offense.”

12. Subdivision (b) of Subsection (8) entitled “Financial Responsibility” of Section 11.06 entitled “Licensing and Regulating Public Passenger Vehicles, for Hire” of the Madison General Ordinances is created to read as follows:

- “(b) It shall be unlawful to operate a vehicle using a transportation network company or permit the same to be operate, nor shall any license be issued hereunder until and unless the applicant for license deposits with the City Clerk a policy or certificate of auto liability insurance that provides coverage for accidents involving a vehicle operating using a transportation network company that occur from the period of time beginning when the driver of the vehicle accepts a request for a ride through the company’s online-enabled platform, continues while the driver transports the passenger in the vehicle, and ends

when the passenger departs from the vehicle. Auto liability insurance policies shall be issued by a company or companies authorized to do business in the State of Wisconsin and licensed by the State of Wisconsin Office of the Commissioner of Insurance. Coverage shall be provided for in the minimum amount of one million dollars (\$1,000,000) per accident during the times described above. For the period of time when a driver is logged into a transportation network company's digital network but is not engaged in a transporting a passenger, the company shall maintain a primary automobile insurance policy that recognizes that the driver is a transportation network company driver and covers the driver's provision of transportation network services while the driver is logged into the transportation network company's digital network and must meet at least a minimum coverage of one hundred thousand dollars (\$100,000) to any one (1) person in any one (1) accident, three hundred thousand (\$300,000) dollars to all persons in any one (1) accident, and for property damage arising out of the use of the motor vehicle to a limit, exclusive of interest and costs, of twenty-five thousand (\$25,000) dollars in any one (1) accident. Each insurance policy shall contain a provision that the same may not be canceled before the expiration of its term except upon thirty (30) days written notice to the City Clerk, City of Madison, Wisconsin. Every day upon which any transportation network company vehicle is operated for the conveyance of passengers for hire is offered to the public without an insurance policy as required herein being in effect and on file with the City Clerk, City of Madison, shall be deemed a separate violation, and every person, firm, or corporation operating or permitting such operation shall be subject to a forfeiture of not more than two hundred dollars (\$200) for each offense."

13. Current Subdivisions (b) and (c) of Subsection (8) entitled "Financial Responsibility" of Section 11.06 entitled "Licensing and Regulating Public Passenger Vehicles, for Hire" of the Madison General Ordinances are hereby renumbered to (c) and (d), respectively.

14. Subdivision (a) of Subsection (9) entitled "Rates of Fares" of Section 11.06 entitled "Licensing and Regulating Public Passenger Vehicles, for Hire" of the Madison General Ordinances is amended to read as follows:

"(a) No license granted under Subsection (4) of this ordinance shall have any force or effect unless the licensee files with the City Clerk a schedule of rates of fares. Licensees may charge fares measured according to zones, ~~or according to meters, or according to GPS-enabled devices,~~ except that horse-drawn vehicle and pedal-cab vehicle licensees shall charge fares according to sub. (m) below. It shall be unlawful for any owner or operator to charge or permit to be charged any other or different rates of fares than those listed on such schedule. Any discounts or special fares shall be included in the rates of fares filed with the City Clerk. A schedule of rates of fares must be on file with the City Clerk for 28 days before the rates are effective, except that promotional discounts or coupons may be implemented if the City Traffic Engineer is notified at least forty-eight (48) hours in advance. Any duly established rate other than the said promotional discounts shall remain in effect for a minimum duration of six months. In the case of extreme changes in conditions, the owner of a licensed company may petition the Transit and Parking Commission to review a schedule of rate change within a shorter period of time. After reviewing the request the Transit and Parking Commission may approve a rate change effective within the six-month period but may not approve such a rate change unless the current rates of fares have been in effect for at least ninety (90) days. The rates of fares authorized to be established by this ordinance shall not vary with time of day.

Notwithstanding the foregoing, at any time during the first twelve (12) months from the effective date of the accessible taxicab requirement, the owner of a licensed company may modify its schedule of rates of fares provided such modification is solely due to the cost of compliance with the accessible taxicab ordinance. The schedule of rates of fares so modified must be on file with the City Clerk for twenty-eight (28) days before the rates are effective."

15. New Subdivision (f) entitled "GPS-Calculated Rates" of Subsection (9) entitled "Rates of Fares" of Section 11.06 entitled "Licensing and Regulating Public Passenger Vehicles, for Hire" of the Madison General Ordinances is created to read as follows:

"(f) GPS-Calculated Rates.

1. GPS Device Required. Every public passenger vehicle operating under a Transportation Network Company shall contain a GPS device in good repair.
2. Mileage Charge. For conveying one (1) passenger on a mileage basis the charge shall be the scheduled rate for a unit of distance and the scheduled rate for each additional unit of distance. No charge may be made for additional passengers going to the same place, however a premium fare may be charged for large parties as permitted under Sub.
3. For out-of-city trips a licensee shall charge the mileage rate from the point of origin to the point of destination.
4. Waiting Charge. On vehicles operating on the mileage rate, a waiting charge for each unit of time may be charged after the passenger has entered the taxi or requested the operator to wait. In addition, a waiting charge for each unit of time may be charged a passenger who is not ready for pick-up commencing five (5) minutes after a "time call" pick-up time or five (5) minutes after the actual taxicab arrival time for a "time call", whichever is later, or commencing five (5) minutes after the taxicab arrival time for an "on-demand" pick-up.
5. Shortest Route. Drivers operating public passenger vehicles using a Transportation Network Company must take the shortest, most direct route to a certain destination, unless the passenger approves a different route.
6. Unlawful to Charge any Other Amount Than That Registered on a GPS Device. Except for multiple loading or shared rides as provided in Paragraph 8. below, it shall be unlawful for any driver to convey any passenger within the limits of the City of Madison unless the GPS device is used in determining the fare to be charged, unless the driver and passenger agree that an hourly rate shall be charged instead. Such agreements are subject to the requirements of Subdivision (i) of this Subsection. If the driver and passenger have not agreed on an hourly rate, no other or different fare shall be charged to the passenger than is recorded on the reading face of the taximeter for the trip. This paragraph does not prohibit the premium fare for large parties allowed under sub. (9)(i)6., which shall be calculated based upon a percentage of the metered rate, nor shall this paragraph prohibit other fees expressly allowed elsewhere in this ordinance.
7. Individual Service. Any patron who first engaged service in a vehicle operated using a Transportation Network Company shall receive individual service, unless the passenger requests that one or more additional passengers be carried, or unless Paragraph 8. below is applicable.
8. Multiple Loading or Shared Ride. For rides to or from the Dane County Airport, multiple loading, as defined in Subsection (3)(i) above, is permitted for vehicles operating using Transportation Network Companies during peak periods if all passengers consent. The term "peak period" is defined in Subsection (3)(k) above. The fare shall be no greater than the lowest airport shuttle rate filed pursuant to Section 11.06(9)(c) of the Madison General Ordinances for the airport shuttle zone or zones through which the vehicle will travel."

16. Subdivisions (f) through (o) of Subsection (9) entitled "Rates of Fares" of Section 11.06 entitled "Licensing and Regulating Public Passenger Vehicles, for Hire" of the Madison General Ordinances are renumbered to Subdivisions (g) through (p), respectively.

17. Subsection (10) entitled "Vehicles" of Section 11.06 entitled "Licensing and Regulating Public Passenger Vehicles, for Hire" of the Madison General Ordinances is amended to read as follows:

“(10) Vehicles.

- (a) Vehicle Marking. All public passenger vehicles shall be appropriately marked as required herein. Vehicles not in compliance with these requirements shall not be used for carrying passengers.
1. Interior Marking. Each vehicle shall be marked on the interior or electronically displayed to the passenger with the owner’s name, vehicle license number, driver’s permit, type of vehicle permit issued, City complaint telephone number or City complaint email form, and current rates of fare. Each vehicle issued a permit to operate on a zone or airport shuttle basis shall also contain a clear and readable notice informing the passenger that zone information is available upon request. The foregoing requirements do not apply to specialized transportation vehicles.
 2. Exterior Marking. Each meter or zone taxicab, or vehicle operating using a transportation network company shall be conspicuously ~~and permanently marked on the right and left exterior sides with the owner’s name, vehicle permit number, type of vehicle permit issued, and current rates of fare~~ marked with a decal approved by the City Clerk on the exterior of the vehicle. The decal shall be displayed on a placard on the left dashboard and visible from the outside of the vehicle through the windshield. The decal shall contain the company name, vehicle permit number, type of vehicle permit issued, and current rates of fare. Transportation network companies shall make the license plate number available to the passenger on the online-enabled platform.

Vehicles issued a permit to operate on a flat rate or airport shuttle basis need not display a current rate of fare.

Vehicles which are required to display current rates of fare shall include at least the following information:

 - a. The minimum or first increment rate.
 - b. The rate per mile, calculated according to rates filed with the City Clerk.
 - c. Waiting charge.
 - d. Charge for additional mileage increments.

Vehicles shall be conspicuously and permanently marked on the rear with the vehicle permit number. Specified exterior markings as determined by the City Traffic Engineer shall be in letters and numbers not less than three (3) inches in height and shall be a light color on a dark background or a dark color on a light background.
- (b) Color Scheme. Each licensee or applicant for a taxicab license hereunder shall designate the color scheme for the cabs to be operated under such license. The Department of Transportation shall designate the color scheme assigned to each licensee and the color scheme shall be placed on file with the City Clerk. Thereafter all cabs shall be painted to correspond to the color scheme of the licensee under which such cab is authorized to operate and both the permittee and the licensee shall at all times see that the color scheme of the cabs operated under such license or permit is so maintained; nor shall any person drive a cab the color scheme of which is not that of the licensee under which it is operated. Transportation network companies are not required to designate a color scheme for their vehicles, however, any company that does not operate using a uniform color scheme shall be prohibited from operating on State Street and shall be prohibited from using Taxicab Stands.
- (c) Inspection of the Condition of the Vehicles for Public Conveyance.
1. Each Public Passenger Vehicle shall be kept and maintained in a safe operating condition. To insure the safe condition of all vehicles:
 - a. Meter and Zone Taxicab Inspections. The licensee shall cause all Public Passenger Vehicles meter and zone taxicab under the licensee’s operation or control to be inspected once for each

5,000 miles driven. The taxicab licensee shall maintain adequate inspection facilities. In addition to regular inspections, the licensee shall cause all Public Passenger Vehicles under its operation or control to undergo such special inspections as the City Traffic Engineer may require. If any ~~Public Passenger Vehicle~~ taxicab fails to pass a regular or special inspection, it shall be removed from service until such time as it has passed inspection.

bi. The licensee shall establish or cause to be established a system of regular and frequent maintenance checks of lifts/ramps and securement devices of accessible vehicles to determine if they are operative.

eii. The licensee shall maintain maintenance records for all Public Passenger Vehicles under the licensee's operation or control, including but not limited to records of all tests of brakes, tires, steering wheels, mechanical parts and lighting equipment and shall make said records available to the City Traffic Engineer or designee upon her/his request.

diii. All mobility devices, securement devices and other required equipment for accessible vehicles shall be maintained in a safe operating condition and in compliance with the 49 CFR Parts 37 and 38 sections set forth in Section 11.06(3)(a), above, currently in effect and as amended from time to time.

b. Transportation Network Company Vehicle Inspections. All TNC companies shall require every affiliated vehicle to undergo a 19-point inspection by a mechanic approved by the City Traffic Engineer prior to operating as a public passenger vehicle, and annually after that. That inspection shall certify in writing that the following items are mechanically sound and fit for driving.

1. Foot brakes (check stopping at 20 mph, a vehicle must be capable of stopping within 25 feet).
2. Emergency brakes (engine stall test).
3. Steering mechanism.
4. Windshield (no cracks or chips larger than one inch).
5. Rear window and other glass (no cracks or chips larger than one inch).
6. Windshield wipers.
7. Headlights.
8. Tail lights.
9. Turn indicator lights.
10. Stop lights.
11. Front seat adjustment mechanism.
12. Doors (open, close, lock).
13. Horn.
14. Speedometer.
15. Bumpers.
16. Muffler and exhaust system.
17. Condition of tires, including tread depth.
18. Interior and exterior rear view mirrors; and
19. Safety belts and air bags for the driver and passenger(s).

2. Every taximeter being operated in a taxicab in the City of Madison shall be inspected by the City Sealer or Weights and Measures Inspectors

within 10 days after any new rate goes into effect and at such other times as the Inspectors or Director of Transportation may require.

3. Each horse-drawn vehicle shall be kept in a safe and sanitary condition at all times. The licensee shall cause each horse-drawn vehicle or stable under the licensee's operation or control to be inspected at least once each month. The licensee shall maintain adequate inspection facilities and shall maintain records of all such inspections, and shall make the records available to the City Traffic Engineer upon her/his request. The City shall have the right to inspect or cause to be inspected any horse-drawn vehicle or stable as often as may be necessary for the purpose of ascertaining and causing to be corrected any unsafe or unsanitary conditions or any violations of this section or any other rule, regulation, ordinance or law relating to the operation of such horse-drawn vehicles and stables. If any horse-drawn vehicle or stable shall fail to pass such inspection, it shall be removed from service on the day of inspection, and shall remain out of service until it has passed inspection.
- (d) Radios. It shall be unlawful for any driver of a taxicab to use or operate a radio in said taxicab while transporting passengers provided, however, that it shall be lawful to equip taxicabs with radios for the purpose of communicating between taxicabs and the central office for the purpose of directing the operation and business of such taxicabs. At the request of the passenger, the operator shall turn the radio off. It shall be unlawful for any taxicab driver or operator to monitor the calls of another company for the purpose of taking the other company's calls.
 - (e) Legal Passenger Load. It shall be unlawful for any driver of a taxicab, ~~taxicab~~ transportation network vehicle or low-speed vehicle to carry at one time a number of passengers greater than the number of seat belts available and in good working order in the ~~taxicab~~ vehicle.
 - (f) Passenger Seating. Unless the driver specifically authorizes the passenger to sit in the front seat, all passengers shall sit in the rear seat.
 - (g) Accessible Vehicles Compliance Notification. A licensee that is providing accessible taxicab service under an agreement with another licensed operator shall provide written notification to the City Traffic Engineer of any change in contractor/vendor within twenty-four (24) hours of the effective date of such change. In addition, licensees shall provide written notification via e-mail, fax, or letter to the City Traffic Engineer in the event an accessible vehicle is required to be out of service for more than twenty-four (24) hours."